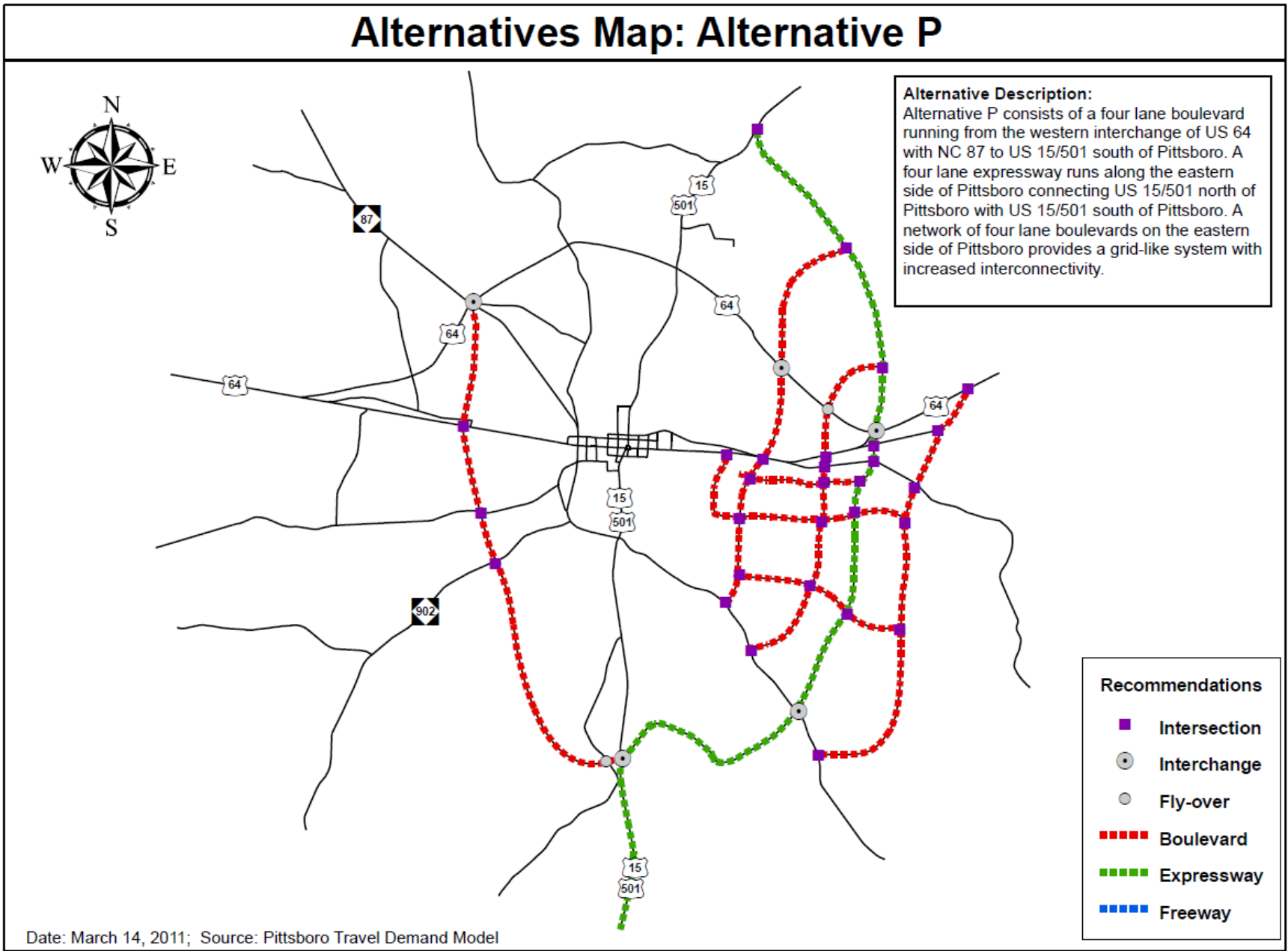
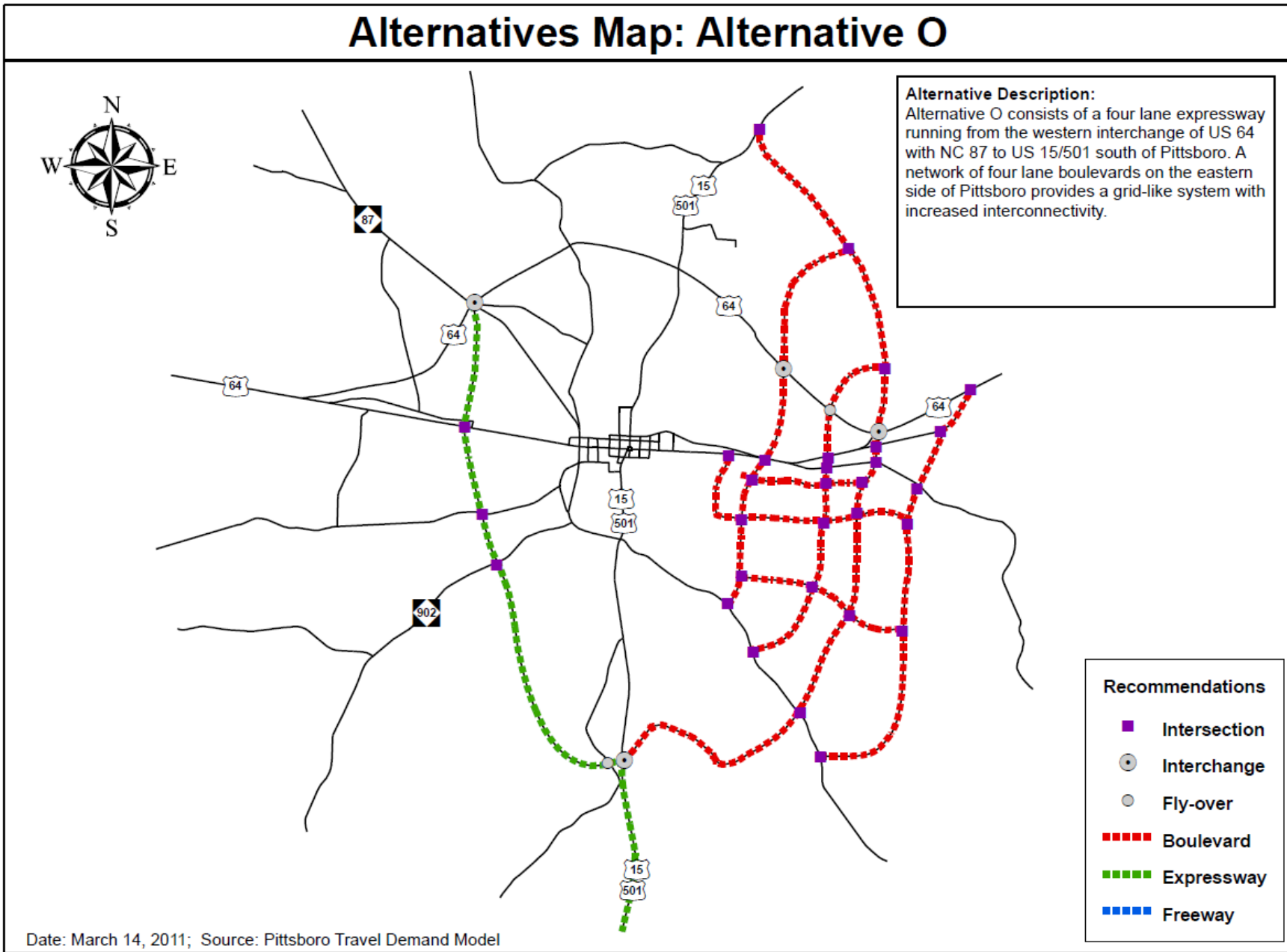


Comparison of Western and Eastern By-pass Alignments

Alternative O (West Side Alignment)	Alternative P (East Side Alignment)
<ul style="list-style-type: none">By-pass travel time: 13 minutes, 37 secondsBy-pass corridor length (including existing portions of US 64 and US 15/501): 12.75 milesExpressway length (new construction only): 5.79 milesExpressway length (enhancing existing road facilities): 1.9 milesNumber of new interchanges^a: 1Number of improved interchanges^a: 1Total Vehicle-Hours-Traveled: 42,165 per dayTotal Vehicle-Miles-Traveled: 1,564,258 per dayAverage System Congested Speed: 37.1 mphNew road between US 64 BUS and new interchange on US 64: Higher capacities than 4 lane boulevard will be need for most of this lengthUS 64 BUS between JA Farrell Street and Industrial Park Drive: Some form of capacity improvement will be neededUS 64 BUS between NC 87 and JA Farrell Street: Some form of capacity improvement may be neededNew intersection on US 64 BUS between Thompson Street and Hanks Chapel Road: May fail at grade, further analysis requiredNumber of freeway segments: none	<ul style="list-style-type: none">By-pass travel time: 12 minutes, 17 secondsBy-pass corridor length (including existing portions of US 15/501): 12.04 milesExpressway length (new construction only): 7.03 milesExpressway length (enhancing existing road facilities): 4.34 milesNumber of new interchanges^a: 2Number of improved interchanges^a: 1Total Vehicle-Hours-Traveled: 40,820 per dayTotal Vehicle-Miles-Traveled: 1,571,768 per dayAverage System Congested Speed: 38.5 mphNew road between US 64 BUS and new interchange on US 64: Higher capacities than 4 lane boulevard will be need for some of this lengthUS 64 BUS between JA Farrell Street and Industrial Park Drive: Some form of capacity improvement may not be neededUS 64 BUS between NC 87 and JA Farrell Street: Some form of capacity improvement will not be neededNew intersection on US 64 BUS between Thompson Street and Hanks Chapel Road: May fail at grade, further analysis requiredNumber of freeway segments: one freeway segment south of the eastern US 64 / US 64 BUS interchange may be needed

^a Includes only interchanges along the by-pass corridor (green) and does not include the new interchange on US 64 between the US 15/501 interchange and the eastern US 64 / US 64 BUS interchange.

Comparison of Western and Eastern By-pass Alignments (Continued)



Comparison of Western and Eastern By-pass Alignments (Continued)

